

By Bruce Nelson

Through 20 raging Pacific battles, the pilots and crew of the historic U.S. aircraft carrier Enterprise lived a Navy maxim: "Save the carrier."

Now, though the Navy itself has denied the Big E for destruction, her crewmen still remember that World War II lesson.

Some 1,400 of them have formed the USS Enterprise Assn., a nonprofit Illinois corporation, pledging to save the ship from the scrap heap and turn her into a war memorial.

William Riehl of San Diego, Calif., president of the association, was negotiating for a site in his home city even before the Navy began paperwork on scrapping the ship.

Iron Out Problems

"This design has not officially assigned Enterprise," reports the group's secretary, Sergin Nini, an attorney at 100 N. La Salle. "But two weeks ago a city commission met to study the situation. It issued no sign of the problem."

"Once we get official permission cleared up, we're sure the Navy will give in the ship."

"Then we'll start a public subscription campaign, like the one for Old Ironsides in 1927. We'll need about \$250,000 to take her to San Diego and set her up as a museum and tourist attraction."

Such a project was foreshadowed in 1945 when President Truman approved Navy Sec. James P. Forrestal's request to save the ship.

"I believe," Forrestal wrote, "that the Enterprise should be retained permanently at some proper place as a visible symbol of American valor and tenacity in war, and of our will to fight all enemies who assault us."

The Navy Mothers Club of America in 1946 adopted a resolution calling for preservation of the Enterprise to join the Constitution, Connecticut, Hartford and Olympia in the naval hall of fame.

During all this talk, the obsolete Enterprise, former flagship of Adm. William (Bull) Halsey, has floated in the mouth-bait fleet at Bayonet, N. J.

Names on her battle stars tell a capsule history of the Pacific war—Pearl Harbor, Wake Island, Midway, Guadalcanal, Santa Cruz, the Marikulu and Gilberts, Kwajalein, Truk, Saipan, Philippine Sea, Iwo Jima, Okinawa.

Before a Japanese suicide plane blasted into her flight deck May 14, 1945, and sent her home for repairs, she had fought her way 275,000 miles through the Pacific.

71 Of Enemy Sunk

For the last three months of 1942 she was the only American carrier in the Pacific. She and her planes sank 71 enemy ships, damaged or probably sank 192 others and shot down 911 airplanes.

Enterprise represented \$25,000,000 and 20,000 tons of the Navy's best hardware when she was completed in 1938.

Of the ship's many nicknames, perhaps the most appropriate was "Lucky E." On Dec. 7, 1941, she was scheduled to be at her berth in Pearl Harbor, but bad weather delayed her return from a reinforcement mission to Wake Island.

She was so close to Hawaii that her planes, sent aloft for exercises, encountered and fought the Japanese attackers. The next day Radio Tokyo broadcast the first of its announcements that Enterprise had been sunk.

But the bombs had hit only an old tanker riding when the carrier should have been.

Luck seemed to level with the ship. Dark clouds which often covered her movements came to be called "Enterprise weather."

Under Adm. Halsey she spearheaded the first American offensives of the war—the attack on the Gilbert and Marshall islands in January, 1943. During the battle the Japanese sent their planes 300 miles to sea searching for her.

But the Lucky E, under heavy clouds, had slipped within 11 miles of shore and was making like a battleship, chewing up shore installations with her guns.

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The aircraft carrier Enterprise as it looked from the air in October, 1945. Former crewmen of the ship—through their organization, the USS Enterprise Assn., are fighting to save their beloved Big E from scrapheap.

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Lt. Comdr. James Flaherty, commander of the fighter plane, wrote in his log: "What Veljeas did is the single feat in the history of aerial combat."

On May 31, 1945, President Roosevelt awarded Veljeas a presidential unit citation, the first to an aviator. It credited the ship with doing more damage to Japanese Navy than any other unit of the U.S. fleet.

However, luck provided no shield from bombs and Modern warfare made a carrier Target No. 1 in every Enterprise was hit more often than any other ship of its type.

She had returned only once in the mainland until it came home for her. On that spring day off the coast of four of the flying bombs set a collision course for the ship.

Three came down in fragments, but the fourth plowed her, blowing her forward elevator 400 feet in the air.

Capt. G. W. Hall reported she could still operate at 60 per cent efficiency, but the Big E was ordered out of its berth and returned to Bremerton (Wash.) Navy Yard, where she was converted for troopship duty.

Retirement and a cost of preservation would be the fate of the Enterprise in 1946.

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Even For Jungle Cats, This Zoo's The Coolest

BALTIMORE (AP) — The Baltimore Zoo — and you can confirm this with any of its captive jungle creatures — is the coolest, most

Why, now, in some of these hot-blooded cats from the Congo, this zoo is Siberia.

Living aside, the zoo leaves many of its natives of the tropics in their outdoor cages through the cold winter months. Other

zookeepers move them indoors, although some have experimented with leaving one or two species of hot-blooded animals out in the cold.

This cold-weather treatment in Baltimore isn't a matter of cold-blooded zoological experiment. It's a cold-blooded economic necessity.

Arthur Wabon, youngish and ambitious director of the burgeoning zoo, said there just aren't enough buildings.

"A great many of our animals are donated," he said. "With my desire to build, I take anything and then I have to find a place to put it."

A large number of birds from the world's wastelands spend the winter on the enclosed but unheated porch of the bird house. Keepers often have to crack the ice on the water in the birds' pans after the temperature on the porch drops

into the 20s.

In their outdoor cages, Princeton and Duchess have gone North American in a big way. The Bengal tigers roll and frolic in the snow.

The lions, Prince and Princess, punt out paws when snow falls. The cheetah monkeys from India huddle together for warmth.

At night the animals move into their unheated dens. They sleep on small benches and their only heat is their own body warmth.

Among the animals going native are lions, Bengal and Sumatran tigers, Asiatic leopards, baboons from South Africa, cheetah, pigtail and Japanese red-faced macaques, monkeys, baboons from Arabia and Abyssinia and antelopes from India and Africa.

Birds include mynahs from India, parrots from the humid rain forests of Africa and from South and Central America, African lovebirds and Australian cockatoos.

The animals and birds aren't put out in the cold indiscriminately.

Wabon knows, for example, that thick-skinned elephants and rhinos are natives at heart. They can't take the cold because they have no hair.

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